

OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312

Columbus, Ohio 43215

(614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

CT 707

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME

Village of Mariemont

STREET

6907 Wooster Pike

Mariemont, OH 45227

CITY/ZIP

PROJECT NAME

US 50 Intersection Improvement

PROJECT TYPE

Street Improvement

TOTAL COST

\$ 120,000

DISTRICT NUMBER

2

COUNTY

Hamilton

PROJECT LOCATION ZIP CODE

45227

92 D 13 411:24

DISTRICT FUNDING RECOMMENDATION

To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING:

\$ 105,600.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation

☒

State Issue 2 Small Government Fund

Grant

State Issue 2 Emergency Funds

Loan

Local Transportation Improvement Fund

Loan Assistance

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____

OPWC FUNDING AMOUNT: \$ _____

1.0 APPLICANT INFORMATION

**1.1 CHIEF EXECUTIVE
OFFICER
TITLE
STREET**

Donald L. Shanks
Village Mayor
6907 Wooster Pike

**CITY/ZIP
PHONE
FAX**

Mariemont, OH 45227
(513) 271 - 3246
(513) 271 - 1655

**1.2 CHIEF FINANCIAL
OFFICER
TITLE
STREET**

Stan L. Bahler
Village Clerk
6907 Wooster Pike

**CITY/ZIP
PHONE
FAX**

Mariemont, OH 45227
(513) 271 - 3246
(513) 271 - 1655

**1.3 PROJECT MGR
TITLE
STREET**

Brian H. Pickering
Village Engineer
6907 Wooster Pike

**CITY/ZIP
PHONE
FAX**

Mariemont, OH 45227
(513) 271 - 3246
(513) 271 - 1655

**1.4 PROJECT CONTACT
TITLE
STREET**

Brian H. Pickering
Village Engineer
6907 Wooster Pike

**CITY/ZIP
PHONE
FAX**

Mariemont, OH 45227
(513) 271 - 3246
(513) 271 - 1655

**1.5 DISTRICT LIAISON
TITLE
STREET**

Mr. Joseph D. Cottrill
District 2 Liaison Officer
Hamilton County Engineers Office
138 East Court Street, Rm. 700
Cincinnati, OH 45202

**CITY/ZIP
PHONE
FAX**

(513) 632 - 8540
(513) 723 - 9748

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated : completion of this section.

2.1 **PROJECT NAME:** US 50 Intersection Improvement

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

A. SPECIFIC LOCATION: US 50 (Wooster Pike) at Mariemont Town Center
(Madisonville Road, Crystal Springs and Miami Road)

B. PROJECT COMPONENTS: This improvement consists of installing concrete curbs/islands, pavement markings, relocation of signal heads, pedestrian signals, traffic controller replacement, curb replacement, sidewalk replacement to conform to ADA and related work.

C. PHYSICAL DIMENSIONS/CHARACTERISTICS: The intersection is approximately 200' x 250'

D. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project include current residential rates based on monthly usage of 7,756 gallons per household. The proposed intersection improvement is capable of handling the existing and proposed traffic. The ADT is 21,662.

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority 15-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying Instructions for further detail.

We anticipate that approximately 6 full time jobs will be necessary to construct the project over a 30-day period.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ N/A
	2. Final Design	\$ N/A
	3. Construction Supervision	\$ N/A
b)	Acquisition Expenses	
	1. Land	\$ N/A
	2. Right-of-Way	\$ N/A
c)	Construction Costs	\$ 108,000
d)	Equipment Costs	\$
e)	Other Direct Expenses	\$
f)	Contingencies	\$ 12,000
g)	TOTAL ESTIMATED COSTS	\$ 120,000

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

	Dollars	%
a) Local In-Kind Contributions *	\$	
b) Local Public Revenues	\$ 14,400	12
c) Local Private Revenues	\$	
d) Other Public Revenues		
	\$	
1. ODOT	\$	
2. FMHA	\$	
3. OEPA	\$	
4. OWDA	\$	
5. CDBG	\$	
6. Other	\$	
e) OPWC Funds		
1. Grant	\$ 105,600	88
2. Loan	\$	
3. Loan Assistance	\$	
f) TOTAL FINANCIAL RESOURCES	\$ 120,000	100

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(c) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project) paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid cost accompanied by Project Manager's Certification (see section 1.4)

IMPORTANT: Verification of all prepaid items shall be attached to this project application

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	_____	_____	\$ _____
2)	_____	_____	\$ _____
3)	_____	_____	\$ _____
TOTAL OF PREPAID ITEMS			\$ _____

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 120,000	100 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	\$ 105,600	88
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ _____	_____ %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	\$ _____	_____

4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1 ENGR. DESIGN	11 / 04 / 92	5 / 31 / 93
4.2 BID PROCESS	6 / 01 / 93	7 / 31 / 93
4.3 CONSTRUCTION	8 / 01 / 93	2 / 01 / 94

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost overrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c)) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Donald L. Shanks, Mayor of the Village of Mariemont

Certifying Representative (Type Name and Title)

Donald L. Shanks 12-16-97
Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

- | | | |
|----------|------------|--|
| <u>X</u> | | A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code. |
| <u>X</u> | | A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> . |
| <u>X</u> | | A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> . |
| <u>X</u> | | A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts. |
| <u>X</u> | YES
N/A | A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district). |
| <u>X</u> | YES
N/A | Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application. |

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

William W. Brayshaw, Chairman, District 2 Integrating Committee
Certifying Representative (Type Name and Title)

William W. Brayshaw 3-1-93
Signature/Date Signed



Village of Mariemont

6907 WOOSTER PIKE

MARIEMONT, OHIO 45227

(513) 271-3246

December 10, 1992

Subject: US 50 Intersection Improvement
Engineer's Estimate of Useful Life of Issue II OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the useful life of the subject street improvement project is at least twenty (20) years.

A handwritten signature in black ink, reading "Brian H. Pickering", is written over a horizontal line.

Brian H. Pickering, P.E.
Village Engineer
Village of Mariemont

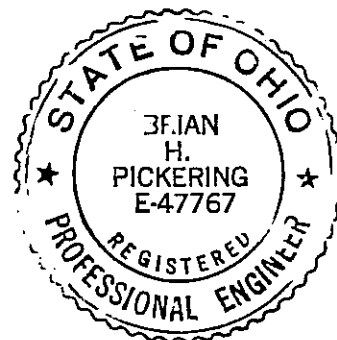


For furnishing all the materials, labor and equipment and performing all work necessary to complete the rehabilitation of the 1993 State Issue II US 50 Intersection Improvements in accordance with the Plans, Specifications, and as directed by the Engineer.

QUANTITIES

It is understood that the quantities are approximate only and in no way shall govern the amount required during the contract period. The estimated quantities indicated will be used solely for the purpose of making a tabulation of the bids.

Where "LUMP SUM" is indicated, insert the complete price for Labor and Materials for performing all work under the Item. Where "UNITS" are shown, insert the price "PER UNIT" for Labor and for Materials.



ENGINEERS ESTIMATE FOR 1993 STATE ISSUE II INTERSECTION IMPROVEMENT

REF SPEC. NO. NO.	DESCRIPTION	EST. QUANTITY	LABOR & MATERIAL	TOTAL
1 608	Curb Ramp	960 Sq. Ft. :	5.00 :	4800.00 :
2 608	Five inch Concrete Walk	490 Sq. Ft. :	4.00 :	1960.00 :
3 609	Concrete Curb, Type 1	600 Lin. Ft. :	25.00 :	15000.00 :
4 625	Pull Box	9 Each :	475.00 :	4275.00 :
5 625	Ground Rod	5 Each :	150.00 :	750.00 :
6 625	Conduit, Two Inch	755 Lin. Ft. :	9.00 :	6795.00 :
7 625	Trench	755 Lin. Ft. :	7.00 :	5285.00 :
8 625	Bracket Arm	1 Each :	600.00 :	600.00 :
9 625	Bracket Cable	60 Lin. Ft. :	0.90 :	54.00 :
10 630	Ground Mounted Sign Support	50 Sq. Ft. :	13.50 :	675.00 :
11 630	Signs, Flatsheet	30 Sq. Ft. :	7.00 :	210.00 :
12 630	Sign Manger Assembly, Mast Arms	2 Each :	240.00 :	480.00 :
13 632	Signal Support, Type TC-81.20	4 Each :	5000.00 :	20000.00 :
14 632	Vehicular Signal Heads	2 Each :	425.00 :	850.00 :
15 632	Vehicular Signal Heads, Optically Programmed	3 Each :	1500.00 :	4500.00 :
16 632	Pedestrian Signals, Audible	2 Each :	250.00 :	500.00 :
17 632	Pedestrian Push Button	2 Each :	120.00 :	240.00 :
18 632	Pedestal	2 Each :	515.00 :	1030.00 :
19 632	Concrete for Anchor Base Foundation	13 Each :	500.00 :	6500.00 :
20 632	Power Cable	50 Lin. Ft. :	2.25 :	112.50 :
21 632	Electric Service	1 Each :	900.00 :	900.00 :
22 632	Covering of Vehicular Signal Heads	5 Each :	30.00 :	150.00 :
23 632	Signal Cable, 5 Conductor, No. 14AWG	625 Lin. Ft. :	1.50 :	937.50 :
24 632	Signal Cable, 7 Conductor, No. 14AWG	700 Lin. Ft. :	1.80 :	1260.00 :
25 632	Cable Support Assembly	4 Each :	54.00 :	216.00 :
26 632	Removal of Poles	3 Each :	2000.00 :	6000.00 :
27 633	Controller	2 Each :	8500.00 :	17000.00 :
28 642	Transverse Lines	30 Lin. Ft. :	1.30 :	39.00 :
29 642	Edge Line	220 Lin. Ft. :	1.95 :	429.00 :
30 644	Lane Arrow	16 Each :	150.00 :	2400.00 :
31 644	Word on Pavement, Only	7 Each :	200.00 :	1400.00 :
32 Spec.	Saw Cutting	510 Sq. Yd. :	5.20 :	2652.00 :

TOTAL \$ 108,000.00

CONTINGENCIES \$ 12,000.00

TOTAL CONSTRUCTION COST \$ 120,000.00



Village of Mariemont

6907 WOOSTER PIKE

MARIEMONT, OHIO 45227

(513) 271-3246

AUTHORIZATION TO SUBMIT APPLICATION

AND TO EXECUTE CONTRACT

If this application is selected and approved the funds would be provided from Village Capital Improvement Funds. These funds are available after January 1, 1993 and after the Village Council passes the necessary legislation for funding.

Signature: *Donald R. Thoms* Date: 12-15-92
Title: Mayor
Telephone: (513) 271-3246

December 10, 1992

STATE ISSUE II

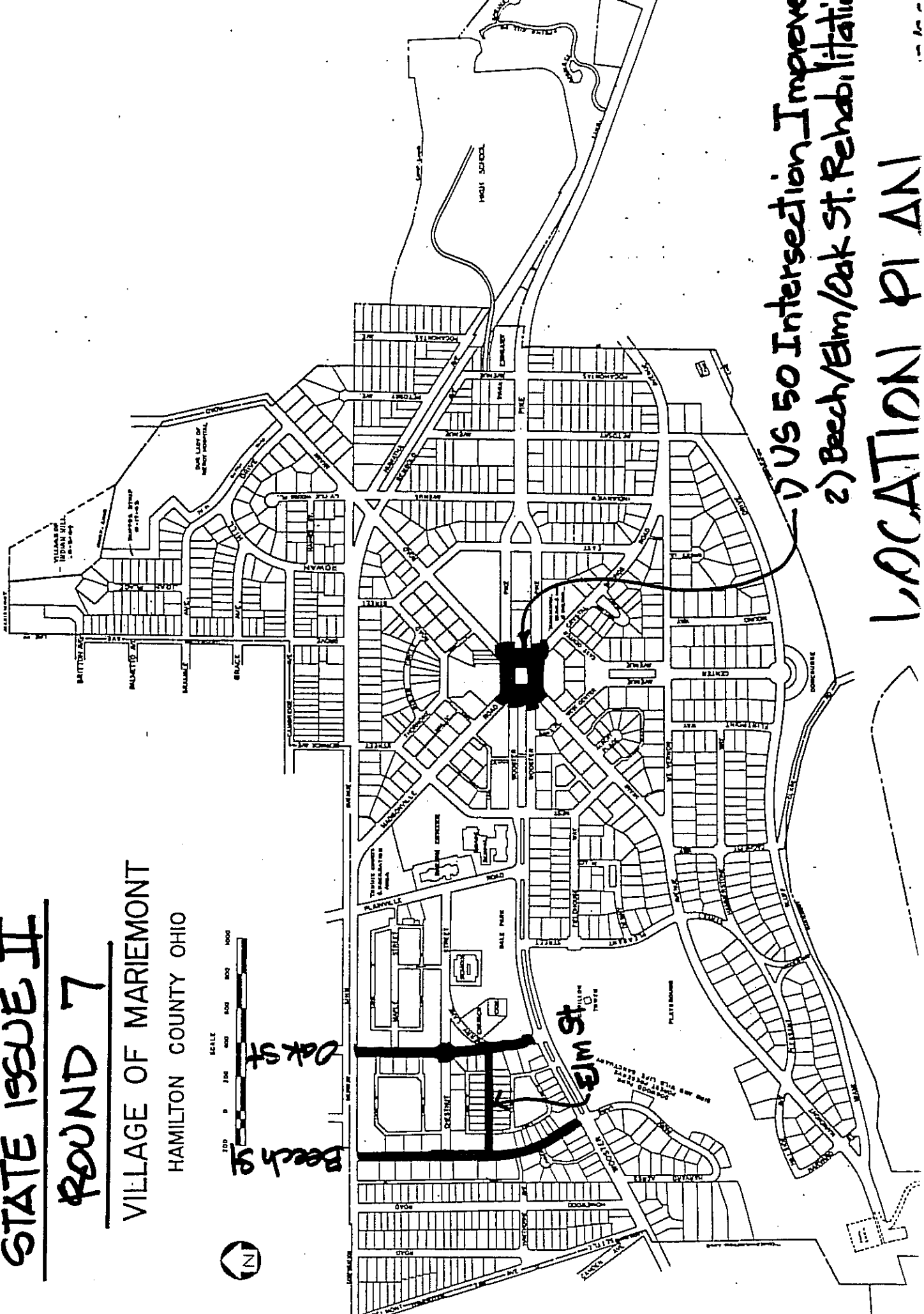
ROUND 7

VILLAGE OF MARIEMONT

HAMILTON COUNTY OHIO



Beech St
Oak St



1) US 50 Intersection Improvement
2) Beech/Elm/Oak St. Rehabilitation

LOCATION PLAN



**Pflum,
Klausmeier & Gehrum**
Consultants

General Partners:

John E. Pflum, PE
James P. Klausmeier, PE
John E. Gehrum

7125 Reading Road
Cincinnati, Ohio 45237-3806
Telephone 513/631-2690
Telefax 513/631-2752

December 14, 1992

Mr. Brian H. Pickering, P.E.
Village Engineer
Village of Mariemont
6907 Wooster Pike
Mariemont, Ohio 45227

Re: Report on U.S. 50 - Town Center Traffic

Dear Brian:

We've completed our evaluation of traffic controls and operations in the Mariemont Town Center and are submitting this report for your consideration. Plate 1 shows the existing conditions in this area.

While the Mariemont Town Center is treated as a single complex, from a legal point of view it is really four distinct intersections on a divided highway (Wooster Pike, US 50). The reason for this lies in the Ohio Revised Code, specifically section 4511.01 (KK) which establishes 30 feet as the maximum distance between roadways before they must be considered as separate intersections. Consequently, each of these four intersections must be treated independently and completely controlled for safety as well as from the viewpoint of liability.

One of these intersections, that of eastbound Wooster Pike and Miami Road, lacks traffic controls governing the southbound movement. Northbound traffic on Miami has a stop sign and eastbound traffic on Wooster Pike has signal indications but there is nothing to inform southbound motorists about their rights or responsibilities. Since the vast majority of people driving through this intersection are familiar with the situation, and since there is a delay between the termination of the southbound Madisonville Road signal phase and the eastbound Wooster Pike phase, the Village has apparently managed to avoid serious accident problems and/or lawsuits arising from them. However, the potential for a stranger not familiar with the area proceeding south through this intersection and being involved in a right-angle collision with eastbound traffic on Wooster Pike is high and consequently the liability exposure of the Village is high. Therefore, our first recommendation [1] is that southbound indications be provided at this intersection. Plate 4 shows this recommendation.

This intersection is essentially signal controlled but the south (Miami Road) leg is stop sign controlled. While this approach carries a relatively small amount of traffic, approximately 400 per day in contrast to the 8890 per day on eastbound Wooster Pike, it nonetheless is a street and not an alley or driveway. The fact that it is a mandatory right turn control reduces the number of conflicts in this situation. Emphasizing the right turn channelization

Other Offices:

Indianapolis, IN
Ft. Wright, KY
Hudson, OH
England, UK



by extending the present painted island would significantly improve this situation so that it could continue to operate safely without signalization.[2]

Relative to the same intersection, there is a need for another pedestrian indication on the north side of the crosswalk facing the existing indication at the south end.[3] The existing indication on the north side of westbound Wooster Pike, near the Mariemont Inn, does not satisfy this need since it is in a separate intersection. Even if it were, a pedestrian clearance interval of 29 seconds in length would be necessary for it to function correctly.

Similarly, looking at the intersection of Madisonville Road and westbound Wooster Pike, an additional pedestrian indication is needed on the south end of that crosswalk [4] to work in concert with the existing one near the Mariemont Inn. It was also noted that the existing indication lacks any pedestrian clearance interval between the end of the walk interval and the beginning of the westbound-green interval for traffic on Wooster Pike.

This leads into the matter of the traffic control at the intersection. There are a number of operational deficiencies that represent safety as well as liability concerns. The lack of pedestrian clearance cited above is one. A second concerns the crosswalk on the east side of Madisonville Road across Wooster Pike. This crosswalk provides only 6 seconds of walk which is rather short. This in itself is not a safety or liability problem. However, after only 4 seconds of "DONT WALK", the westbound right turn arrow is displayed which creates a direct conflict between pedestrians and those vehicles. The length of the crosswalk is 64 feet and the 4 seconds of clearance at a walking speed of 4 feet per second do not allow pedestrians to clear that crosswalk before traffic is moving across it. Phasing and timing need to be modified to eliminate this conflict.[5]

At westbound Wooster Pike and North Miami Road, another conflict exists with both northbound left-turn vehicles and southbound right-turn vehicles being displayed arrows simultaneously, giving each of them the right-of-way to enter the same space at the same time. There are also some unnecessary delays in the timing of this intersection which, while not presenting liability problems, represent inefficiencies apparently caused by utilization of the existing controller which is unable to properly operate the intersection.

This leads to the next recommendation, namely that the existing controller be replaced [6] by a new multi-phased unit capable of accommodating in a safe manner all of the vehicular and pedestrian movements which are occurring in the complex. For example, the last mentioned conflict could be eliminated by separating the northbound left turn from the through and providing a separate phase for a lead northbound left before allowing the southbound through to move concurrently with the northbound through.[7] Similarly, some of the other conflicts cited above could also be eliminated by means of a controller that has the additional capabilities or capacity required to perform all of the functions that are really needed. In effect, one controller is currently trying to operate three intersections and it is not possible to do so with the existing piece of equipment.

The controller now housed in the center of the square was a fine piece of equipment in its

day. However, it is not technically able to do all that is required of it. Furthermore, being electrical-mechanical, it consists of many parts that are physically wearing out and can no longer be readily replaced because of the obsolescence of the equipment. Traffic control equipment entered the solid-state era approximately two decades ago and the old electrical-mechanical equipment is rapidly disappearing, thus making it very difficult to continuing maintaining that equipment which is still operating.

Even if it were possible to continue maintaining the present controller, it does not have the functional capability to provide all of the phases, timing patterns and intervals that are needed to operate three signalized intersections. The new solid-state signal control systems have a considerable amount of capacity built into them which allows them to address complex situations such as this. Therefore, the recommendation is to replace the existing control equipment because of the increasing difficulty of maintaining this old equipment as well as the need from the viewpoint of safety and operations to implement a number of timing and phasing changes.

Returning to signal indications, two enclosed drawings (Plates 3 and 4) have been prepared to show the existing locations of signal heads relative to the cones of vision that are supposed to control these locations. The Ohio Manual of Uniform Traffic Control Devices states that "Except where the width of the intersecting street or other conditions make it physically impractical, at least one and preferably both of the signal faces required by paragraph (a) above shall be located not less than 40 feet nor more than 150 feet beyond the Stop Line. Where both of the signal faces required by paragraph (a) above are post-mounted, they shall both be on the far side of the intersection, one on the right and one on the left of the driver. The signal face(s) required by paragraph (c) above shall conform to the same location requirements as the signal faces required by paragraph (a) to the extent practical."

Continuing from the Ohio Manual, "Except where the width of the intersecting street or other conditions make it physically impractical, at least one and preferably both of the signal faces required by paragraph (a) above shall be located between two lines intersecting with the center of the approach lanes at the Stop Line, one making an angle of approximately 20 degrees to the right of the center of the approach extended, and the other making an angle of approximately 20 degrees to the left of the center of the approach extended (see Figure TS-6). This requirement is to be applied simultaneously with paragraph (d) above."

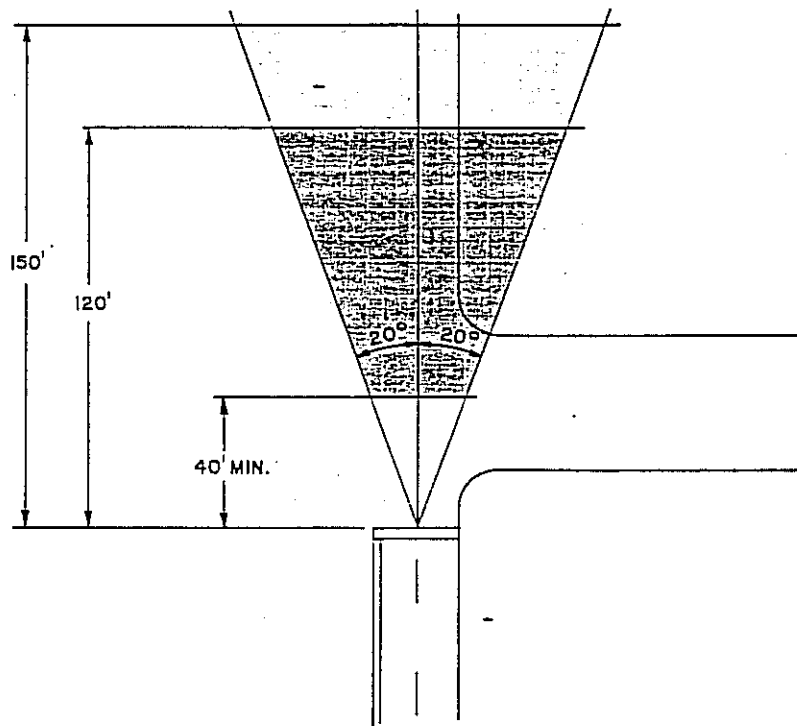
Figure TS-6 from the Ohio Manual of Uniform Traffic follows this page.

You'll note that for southbound Madisonville Road traffic both existing indications are in the cone of vision as vehicles approach the intersection but as they begin to turn at the stop bar, only one barely remains within the cone. It would be desirable to extend one or both of these through the use of a longer mast arm at this location.[8]

The indications for westbound Wooster Pike traffic at this location do fit within the cone of vision.



DESIRABLE LOCATION OF SIGNAL FACES



NOTES:

1. WHERE THE NEAREST SIGNAL FACE IS MORE THAN 120 FEET AND LESS THAN 150 FEET BEYOND THE STOP LINE, EITHER 12-INCH SIGNAL INDICATIONS OR A SUPPLEMENTAL NEAR-SIDE SIGNAL FACE SHALL BE USED.
2. WHERE THE NEAREST SIGNAL FACE IS 150 FEET OR MORE BEYOND THE STOP LINE, A SUPPLEMENTAL NEAR-SIDE SIGNAL FACE SHALL BE USED.

REF. SEC.

6B-12

(Rev. 13)

TS-6



The indications for eastbound Wooster Pike at Miami Road also fit within the cone of vision. However, you'll note that the indications for northbound traffic at westbound Wooster Pike do not fall into the cone of vision as they should. Traffic intending to go northeastwardly on North Miami Avenue does not have either indication within its cone of vision. Traffic turning left to go westbound on Wooster Pike has only one. It is recommended that these locations be addressed, perhaps through the use of new mast arm equipment and optically programmed heads.[9] In the process, it might be possible to eliminate the duplicate poles in front of Graeter's and replace them with one new mast arm with an extension for the street lighting bracket which is on the other pole.

Finally, the existing indications for North Miami Road traffic at westbound Wooster Pike and for westbound Wooster Pike traffic at North Miami Road fit within the cones of vision.

The issue of audible pedestrian signals has been raised. At the present time, there is no accepted standard for the use or even the design of audible pedestrian signals. There are strong positions on both sides of the subject. The City of Cincinnati and some other agencies do employ some. Attention to the subject will undoubtedly increase with the implementation of the Americans with Disabilities Act. Audible devices can be incorporated in an upgrade if the Village chooses to use them. The ability to add them in the future can also be incorporated in new equipment as it is designed and acquired. The ability to limit audible devices to use only when required by blind people is also possible. At the present time, it is our feeling that the decision to employ or not employ audible devices is a policy one to be made by the Village. It should be based upon demonstrated need with the understanding that users of the devices would need to be trained in their operation. Normally communities that have either employed or at least considered audible devices work with institutions or schools within the community. Experience has shown that some institutions and schools for the blind are opposed to them. Therefore, it is our recommendation that the Village approach any institution, school or organization that may have an interest in this, discuss it with them and then formulate its own policy decision. The technical aspects can be designed as part of Phase II if the Village decides to proceed with audible devices.

Circulation through the area is rather confusing due to the intricate weaving of several different traffic patterns in the relatively compact area. Improved lane use controls are recommended. While often these are accomplished by overhead lane use signs, recognizing the Village's standards for appearance, we would recommend instead some side mounted lane use signs and an increase in pavement arrows and words "ONLY".[10]

Along this same line, circulation could be considerably clarified and esthetics would be significantly improved if much of the painted island area was replaced by physical islands containing grass, flowers and plantings. The Village may want to consider the overall benefits of turning painted areas into expanded green areas. A separate sheet (Plate 5) has been enclosed to show conceptually some of these possibilities. Physical islands could also better screen the parking areas from the travel areas, improving not only the traffic flow and circulation but also enclosing the spaces somewhat within the more attractive green space

which would make them less obtrusive in the Town Center. They would also provide "touch-down" locations for crosswalks, thus clarifying the somewhat confusing pedestrian crossing patterns. Plate 5 shows these conceptually but does not attempt to design them. If the Village decides to proceed with this concept, it would be necessary to design the islands to provide space and turning radii for the cars, trucks and buses using the area.

Also relative to the parking areas, right-of-way and turn controls are recommended for clarification and safety.[11]

The crosswalk over westbound Wooster Pike on the east side of Madisonville Road is the only marked one connecting the square with all of its parking to the north side of Wooster Pike. There are no marked crosswalks connecting the square to the south side of Wooster Pike. State law does provide that crosswalks exist at all intersections, being the prolongation of sidewalk areas on the various legs, unless they are specifically prohibited by traffic control devices. Therefore, while the specific locations of these unmarked crosswalks are difficult to determine because of the layout of the Town Center area, they do in fact exist. As a matter of practice, pedestrians tend to cross to and from the Town square by following the shortest path between their parking and their destinations on the other side of the street. If a pedestrian were crossing in an area that constituted a legal, albeit unmarked, crosswalk and were struck by a vehicle, the accident could result in a difficult legal situation. As a matter of fact, even if the pedestrian were not in an area constituting an unmarked crosswalk and were struck, she/he might also raise the issue of the difficulty of crossing Wooster Pike in the absence of marked crosswalks. Rather than make specific recommendations on traffic controls, it is our recommendation that the Village consider the entire matter of pedestrian circulation in this area to include not only the markings, signs and other traffic control devices but also the matter of pedestrian discipline and enforcement as well as those issues of safety and liability. We would be pleased to meet with you and any other Village officials to discuss this sometime. Such a meeting would be more productive than an attempt to spell out in detail all of these aspects in this report or in the accompanying plates.

Passage of the Americans with Disabilities Act of 1990 and its implementation earlier this year has increased the requirements for the utilization as well as placement and design of curb ramps. As part of any upgrading of the Town Center, all crosswalks and their termini should be reviewed against the new ADA curb ramp provisions to insure that the pedestrian circulation system is in compliance with the requirements.

The five enclosed drawings illustrate these recommendations. Plate 1 is simply a drawing showing the existing conditions. Plates 2 and 3 show the existing cones of vision for the signal heads as they are today. On those, we have shown the recommendations for new or relocated signal heads in order to place them within the cones of vision.

Plate 4 illustrates the various recommendations made in this report, including the signal head provisions which are also shown on the "cone of vision" drawings. And finally, Plate 5 shows conceptually the considerations for expanding the green area by replacing painted islands with either extensions of existing physical islands or new ones.



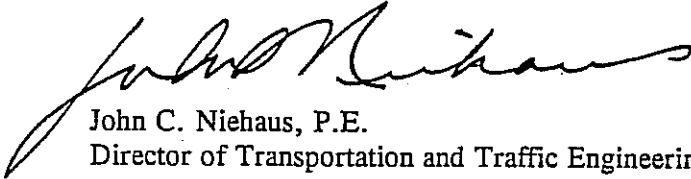
**Pflum,
Klausmeier & Gehrum**
Consultants

One final recommendation is that the underground wiring throughout the Town Center be thoroughly checked in Phase II by the Village's electrical/traffic signal contractor to determine the location, use and condition of it. This is needed for maintenance of the existing installation as well as any modifications that would be made.

If you have questions or would like to discuss the recommendations contained in this report, please don't hesitate to call.

Cordially,

PFLUM, KLAUSMEIER & GEHRUM CONSULTANTS



John C. Niehaus, P.E.
Director of Transportation and Traffic Engineering

JCN/dp
I-1828

FILED, ALBUQUERQUE, N. MEXICO
15 MINUTE, 2 CHANNEL VEHICLE COUNT

REFERENCE: 1
LOCATION: ON MIAMI AVE. SOUTH OF WOODSTER
WEATHER: CLEAR
OPERATOR: MARK CLIFF NIEHAUS

CORRECTION FACTOR: 1.00

FILENAME: 1829MIAM
TUESDAY 9 / 22 / 92

HR	SWEST				HR	NEAST				HR	COMBINED
BEGINS	0	15	30	45	TOTAL	0	15	30	45	TOTAL	TOTAL
AM											
12	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0
3	0	0	3	0	3	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0	0	0
5	0	5	0	0	5	1	0	0	0	1	6
6	0	0	0	0	0	0	0	0	1	1	1
7	0	1	0	2	3	5	6	14	2	27	30
8	0	5	14	11	30	6	5	2	7	20	50
9	2	8	10	3	23	9	8	6	6	29	52
10	17	6	1	9	33	11	5	6	11	33	66
11	9	4	8	5	26	10	6	10	4	30	56
PM											
12	5	6	10	3	24	10	5	9	3	27	51
1	6	6	3	6	21	4	11	6	5	26	47
2	7	12	6	7	32	4	9	5	4	22	54
3	9	10	10	15	44	10	8	12	10	40	84
4	11	2	12	11	36	13	8	9	9	39	75
5	7	11	5	5	28	10	9	12	7	38	66
6	4	9	5	6	24	6	7	6	5	24	48
7	4	7	6	7	24	7	4	4	6	21	45
8	1	4	4	2	11	2	1	2	1	6	17
9	1	3	3	2	9	0	3	4	2	9	18
10	0	0	0	0	0	0	4	1	0	5	5
11	0	0	2	1	3	0	2	0	3	5	8
TOTALS					379					403	782

AM PEAK HOUR IS 9:15 TO 10:15

VOLUME	SWEST:	38	NEAST:	31	COMBINED:	69
DIRECTIONAL SPLIT		55%		45%		
PEAK HOUR FACTOR		0.56		0.70		0.62

PM PEAK HOUR IS 3:15 TO 4:15

VOLUME	SWEST:	46	NEAST:	43	COMBINED:	89
DIRECTIONAL SPLIT		52%		48%		
PEAK HOUR FACTOR		0.77		0.83		0.80

15 MINUTE, 2 CHANNEL VEHICLE COUNT

REFERENCE: 2 CORRECTION FACTOR: 1.00

LOCATION: ON MADISONVILLE RD. NORTH OF WOODSTER

FILENAME: 1828NADS
TUESDAY 9 / 22 / 92

WEATHER: CLEAR

OPERATOR: MARK CLIFF NIEHAUS

HR	NWEST				HR	SEAST				HR	COMBINED
BEGINS	0	15	30	45	TOTAL	0	15	30	45	TOTAL	TOTAL
AM											
12	17	7	9	5	38	15	13	15	20	63	101
1	4	4	5	3	16	3	5	5	6	19	35
2	5	4	5	2	16	4	11	5	4	24	40
3	0	8	7	6	21	3	4	3	2	12	33
4	4	10	16	16	46	2	3	4	11	20	66
5	22	35	70	58	185	7	9	10	15	41	226
6	56	79	86	115	336	19	24	34	31	108	444
7	93	118	140	153	504	42	50	51	67	210	714
8	120	109	72	58	359	52	53	77	51	233	592
9	60	46	44	41	191	56	55	74	55	240	431
10	35	34	38	49	156	46	65	56	71	238	394
11	38	53	59	40	190	69	66	71	83	289	479
PM											
12	40	46	29	42	157	73	67	71	80	291	448
1	48	52	62	44	206	69	61	64	80	274	480
2	57	56	69	78	260	73	73	65	73	284	544
3	62	75	74	46	257	97	138	137	147	519	776
4	58	52	53	60	223	105	150	135	155	545	768
5	62	43	36	48	189	147	149	121	131	548	737
6	52	52	36	45	185	88	86	86	76	336	521
7	42	33	33	34	142	61	69	51	50	231	373
8	34	22	40	27	123	44	39	43	28	154	277
9	26	25	33	22	106	41	12	18	39	110	216
10	25	23	33	16	97	32	25	11	20	88	185
11	15	15	8	13	51	17	20	8	17	62	113

TOTALS

4054

4939

8993

AM PEAK HOUR IS 7:15 TO 8:15

VOLUME	NWEST:	531	SEAST:	220	COMBINED:	751
DIRECTIONAL SPLIT		71%		29%		
PEAK HOUR FACTOR		0.87		0.82		0.85

PM PEAK HOUR IS 4:15 TO 5:15

VOLUME	NWEST:	227	SEAST:	587	COMBINED:	814
DIRECTIONAL SPLIT		28%		72%		
PEAK HOUR FACTOR		0.92		0.95		0.95

REFERENCE: 3

CORRECTION FACTOR: 1.00

LOCATION: ON HOOPER PIKE WEST OF TOWNE SQUARE

FILENAME: 1828WDD1

WEATHER: CLEAR

TUESDAY 9 / 22 / 92

OPERATOR: MARK CLIFF NIEHAUS

WESTBOUND

HOUR BEGINS	MONDAY 28	TUESDAY 22	WEDNESDAY 23	THURSDAY 24	FRIDAY 25	WEEKDAY AVERAGE	SATURDAY 26	SUNDAY 27	7 DAY AVERAGE
12:00 AM	14	14	*	*	*	14	*	*	14
12:15	7	7	*	*	*	7	*	*	7
12:30	8	8	*	*	*	8	*	*	8
12:45	10	39	10	39	*	10	39	*	10
1:00	15	15	*	*	*	15	*	*	15
1:15	5	5	*	*	*	5	*	*	5
1:30	6	6	*	*	*	6	*	*	6
1:45	4	30	4	30	*	4	30	*	4
2:00	9	9	*	*	*	9	*	*	9
2:15	8	8	*	*	*	8	*	*	8
2:30	3	3	*	*	*	3	*	*	3
2:45	4	24	4	24	*	4	24	*	4
3:00	4	4	*	*	*	4	*	*	4
3:15	5	5	*	*	*	5	*	*	5
3:30	9	9	*	*	*	9	*	*	9
3:45	4	22	4	22	*	4	22	*	4
4:00	9	9	*	*	*	9	*	*	9
4:15	11	11	*	*	*	11	*	*	11
4:30	17	17	*	*	*	17	*	*	17
4:45	22	59	22	59	*	22	59	*	22
5:00	22	22	*	*	*	22	*	*	22
5:15	29	29	*	*	*	29	*	*	29
5:30	40	40	*	*	*	40	*	*	40
5:45	68	159	68	159	*	68	159	*	68
6:00	96	96	*	*	*	96	*	*	96
6:15	149	149	*	*	*	149	*	*	149
6:30	209	209	*	*	*	209	*	*	209
6:45	222	676	222	676	*	222	676	*	222
7:00	230	230	*	*	*	230	*	*	230
7:15	281	281	*	*	*	281	*	*	281
7:30	302	302	*	*	*	302	*	*	302
7:45	254	1067	254	1067	*	254	1067	*	254
8:00	255	255	*	*	*	255	*	*	255
8:15	248	248	*	*	*	248	*	*	248
8:30	176	176	*	*	*	176	*	*	176
8:45	167	846	167	846	*	167	846	*	167
9:00	133	133	*	*	*	133	*	*	133
9:15	138	138	*	*	*	138	*	*	138
9:30	115	115	*	*	*	115	*	*	115
9:45	129	515	129	515	*	129	515	*	129
10:00	115	115	*	*	*	115	*	*	115
10:15	113	113	*	*	*	113	*	*	113
10:30	106	106	*	*	*	106	*	*	106
10:45	108	442	114	448	*	111	445	*	111
11:00	133	121	*	*	*	127	*	*	127
11:15	144	0	*	*	*	72	*	*	72
11:30	121	*	*	*	*	121	*	*	121
11:45	130	528	121	*	*	130	450	*	130
AM TOTALS	4407	4006	*	*	*	4332	*	*	4332
PEAK HOUR BEGINS	7:15	7:15	*	*	*	7:15	*	*	7:15
VOLUME	1092	1092	*	*	*	1092	*	*	1092

PFLUH, KLAUSMEIER & GEHRUN
15 MINUTE, 1 CHANNEL VEHICLE COUNT

PAGE 1 OF 2

REFERENCE: 3

CORRECTION FACTOR: 1.00

LOCATION: ON WOODSTER PIKE WEST OF TOWNE SQUARE

FILENAME: 1828W001

WEATHER: CLEAR

TUESDAY 9 / 22 / 92

OPERATOR: MARK CLIFF NIEHAUS

HOURLY BEGIN	MONDAY 28	TUESDAY 22	WEDNESDAY 23	THURSDAY 24	FRIDAY 25	WEEKDAY AVERAGE	SATURDAY 26	SUNDAY 27	7 DAY AVERAGE
12:00 PM	139	*	*	*	*	139	*	*	139
12:15	141	*	*	*	*	141	*	*	141
12:30	128	*	*	*	*	128	*	*	128
12:45	132 540	*	*	*	*	132 540	*	*	132 540
1:00	130	*	*	*	*	130	*	*	130
1:15	131	*	*	*	*	131	*	*	131
1:30	102	*	*	*	*	102	*	*	102
1:45	132 495	*	*	*	*	132 495	*	*	132 495
2:00	103	*	*	*	*	103	*	*	103
2:15	166	*	*	*	*	166	*	*	166
2:30	130	*	*	*	*	130	*	*	130
2:45	128 527	*	*	*	*	128 527	*	*	128 527
3:00	150	*	*	*	*	150	*	*	150
3:15	132	*	*	*	*	132	*	*	132
3:30	124	*	*	*	*	124	*	*	124
3:45	129 535	*	*	*	*	129 535	*	*	129 535
4:00	116	*	*	*	*	116	*	*	116
4:15	123	*	*	*	*	123	*	*	123
4:30	126	*	*	*	*	126	*	*	126
4:45	144 509	*	*	*	*	144 509	*	*	144 509
5:00	106	*	*	*	*	106	*	*	106
5:15	110	*	*	*	*	110	*	*	110
5:30	125	*	*	*	*	125	*	*	125
5:45	141 482	*	*	*	*	141 482	*	*	141 482
6:00	161	*	*	*	*	161	*	*	161
6:15	101	*	*	*	*	101	*	*	101
6:30	114	*	*	*	*	114	*	*	114
6:45	120 496	*	*	*	*	120 496	*	*	120 496
7:00	103	*	*	*	*	103	*	*	103
7:15	112	*	*	*	*	112	*	*	112
7:30	119	*	*	*	*	119	*	*	119
7:45	91 425	*	*	*	*	91 425	*	*	91 425
8:00	77	*	*	*	*	77	*	*	77
8:15	70	*	*	*	*	70	*	*	70
8:30	46	*	*	*	*	46	*	*	46
8:45	51 244	*	*	*	*	51 244	*	*	51 244
9:00	48	*	*	*	*	48	*	*	48
9:15	63	*	*	*	*	63	*	*	63
9:30	53	*	*	*	*	53	*	*	53
9:45	47 211	*	*	*	*	47 211	*	*	47 211
10:00	63	*	*	*	*	63	*	*	63
10:15	53	*	*	*	*	53	*	*	53
10:30	67	*	*	*	*	67	*	*	67
10:45	33 216	*	*	*	*	33 216	*	*	33 216
11:00	24	*	*	*	*	24	*	*	24
11:15	24	*	*	*	*	24	*	*	24
11:30	17	*	*	*	*	17	*	*	17
11:45	13 78	*	*	*	*	13 78	*	*	13 78
PM TOTALS	4758	*	*	*	*	4758	*	*	4758
PEAK HOUR BEGINS	2:15	*	*	*	*	2:15	*	*	2:15
VOLUME	574	*	*	*	*	574	*	*	574

REFERENCE: 4

CORRECTION FACTOR: 1.00

LOCATION: ON HOOSTER PIKE WEST OF TOWNE SQUARE

FILENAME: 1828W002

WEATHER: CLEAR

THURSDAY 9 / 24 / 92

OPERATOR: MARK CLIFF NIEHAUS

EASTBOUND

HOUR BEGINS	MONDAY 28	TUESDAY 29	WEDNESDAY 30	THURSDAY 24	FRIDAY 25	WEEKDAY AVERAGE	SATURDAY 26	SUNDAY 27	7 DAY AVERAGE
12:00 AM	26	26	*	*	*	26	*	*	26
12:15	31	31	*	*	*	31	*	*	31
12:30	20	20	*	*	*	20	*	*	20
12:45	11	88	11	88	*	11	88	*	11
1:00	17	17	*	*	*	17	*	*	17
1:15	14	14	*	*	*	14	*	*	14
1:30	8	8	*	*	*	8	*	*	8
1:45	11	50	11	50	*	11	50	*	11
2:00	6	6	*	*	*	6	*	*	6
2:15	9	9	*	*	*	9	*	*	9
2:30	9	9	*	*	*	9	*	*	9
2:45	6	30	6	30	*	6	30	*	6
3:00	8	8	*	*	*	8	*	*	8
3:15	10	10	*	*	*	10	*	*	10
3:30	3	3	*	*	*	3	*	*	3
3:45	3	24	3	24	*	3	24	*	3
4:00	8	8	*	*	*	8	*	*	8
4:15	8	8	*	*	*	8	*	*	8
4:30	9	9	*	*	*	9	*	*	9
4:45	1	26	1	26	*	1	26	*	1
5:00	16	16	*	*	*	16	*	*	16
5:15	16	16	*	*	*	16	*	*	16
5:30	7	7	*	*	*	7	*	*	7
5:45	13	52	13	52	*	13	52	*	13
6:00	18	18	*	*	*	18	*	*	18
6:15	35	35	*	*	*	35	*	*	35
6:30	56	56	*	*	*	56	*	*	56
6:45	48	157	48	157	*	48	157	*	48
7:00	83	83	*	*	*	83	*	*	83
7:15	101	101	*	*	*	101	*	*	101
7:30	114	114	*	*	*	114	*	*	114
7:45	107	405	107	405	*	107	405	*	107
8:00	91	91	*	*	*	91	*	*	91
8:15	97	97	*	*	*	97	*	*	97
8:30	91	97	*	*	*	94	*	*	94
8:45	100	379	98	383	*	99	381	*	99
9:00	81	101	*	*	*	91	*	*	91
9:15	88	81	*	*	*	85	*	*	85
9:30	81	101	*	*	*	91	*	*	91
9:45	79	329	95	378	*	87	354	*	87
10:00	91	90	*	*	*	91	*	*	91
10:15	101	99	*	*	*	100	*	*	100
10:30	112	0	*	*	*	56	*	*	56
10:45	106	410	*	189	*	106	353	*	106
11:00	108	*	*	*	*	108	*	*	108
11:15	106	*	*	*	*	106	*	*	106
11:30	108	*	*	*	*	108	*	*	108
11:45	98	420	*	*	*	98	420	*	98

AM TOTALS	2370	1781	*	*	*	2340	*	*	2340
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PEAK HOUR BEGINS	10:30	7:15	*	*	*	10:45	*	*	10:45
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VOLUME	432	413	*	*	*	428	*	*	428
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PFLUM, KLAUSMEIER & BEHRM
15 MINUTE, 1 CHANNEL VEHICLE COUNT
CORRECTION FACTOR: 1.00

PAGE 2 OF 2

REFERENCE: 4

LOCATION: DN WOOSTER PIKE WEST OF TOWNE SQUARE

WEATHER: CLEAR

OPERATOR: MARK CLIFF NIEHAUS

FILENAME: 1828W002

THURSDAY 9 / 24 / 92

HOUR BEGINS	MONDAY 28	TUESDAY 29	WEDNESDAY 30	THURSDAY 24	FRIDAY 25	WEEKDAY AVERAGE	SATURDAY 26	SUNDAY 27	7 DAY AVERAGE
12:00 PM	126	*	*	*	*	126	*	*	126
12:15	149	*	*	*	*	149	*	*	149
12:30	153	*	*	*	*	153	*	*	153
12:45	145 573	*	*	*	*	145 573	*	*	145 573
1:00	131	*	*	*	*	131	*	*	131
1:15	125	*	*	*	*	125	*	*	125
1:30	142	*	*	*	*	142	*	*	142
1:45	121 519	*	*	*	*	121 519	*	*	121 519
2:00	92	*	*	*	*	92	*	*	92
2:15	116	*	*	*	*	116	*	*	116
2:30	144	*	*	*	*	144	*	*	144
2:45	166 518	*	*	*	*	166 518	*	*	166 518
3:00	184	*	*	*	*	184	*	*	184
3:15	186	*	*	*	*	186	*	*	186
3:30	214	*	*	*	*	214	*	*	214
3:45	241 825	*	*	*	*	241 825	*	*	241 825
4:00	204	*	*	*	*	204	*	*	204
4:15	233	*	*	*	*	233	*	*	233
4:30	231	*	*	*	*	231	*	*	231
4:45	197 865	*	*	*	*	197 865	*	*	197 865
5:00	240	*	*	*	*	240	*	*	240
5:15	262	*	*	*	*	262	*	*	262
5:30	228	*	*	*	*	228	*	*	228
5:45	209 939	*	*	*	*	209 939	*	*	209 939
6:00	214	*	*	*	*	214	*	*	214
6:15	163	*	*	*	*	163	*	*	163
6:30	145	*	*	*	*	145	*	*	145
6:45	136 658	*	*	*	*	136 658	*	*	136 658
7:00	134	*	*	*	*	134	*	*	134
7:15	133	*	*	*	*	133	*	*	133
7:30	138	*	*	*	*	138	*	*	138
7:45	125 530	*	*	*	*	125 530	*	*	125 530
8:00	108	*	*	*	*	108	*	*	108
8:15	93	*	*	*	*	93	*	*	93
8:30	91	*	*	*	*	91	*	*	91
8:45	86 378	*	*	*	*	86 378	*	*	86 378
9:00	77	*	*	*	*	77	*	*	77
9:15	77	*	*	*	*	77	*	*	77
9:30	81	*	*	*	*	81	*	*	81
9:45	54 289	*	*	*	*	54 289	*	*	54 289
10:00	76	*	*	*	*	76	*	*	76
10:15	44	*	*	*	*	44	*	*	44
10:30	64	*	*	*	*	64	*	*	64
10:45	54 238	*	*	*	*	54 238	*	*	54 238
11:00	73	*	*	*	*	73	*	*	73
11:15	51	*	*	*	*	51	*	*	51
11:30	48	*	*	*	*	48	*	*	48
11:45	47 219	*	*	*	*	47 219	*	*	47 219

PM TOTALS 6551 * * * 6551 * *

PEAK HOUR BEGINS 5:00 * * * 5:00 * *

VOLUME 939 * * * 939 * *

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INTERSECTION WOOSTER PIKE @ MADISON VILLE RD.

INTERVAL LENGTH (5 or 15 min) 15 min.

DATE 9-24-92 DAY THURSDAY

TIMES:	1	TOTALS:	1	WEATHER: <u>CLEAR</u>
	2		2	
	3		3	PEAK HOUR:
	4		4	
	5		5	PEAK HOUR
	6		6	FACTOR:
	7		7	OBSERVER
	8		8	<u>MCN</u>

SWITCHES 1, 5, 9, & 13 ARE

NOTES:
7:15am - 8:15am

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US 50 Intersection Improvements



Intersection looking W.



Temporary yellow fiberglass curbs

US 50 Intersection Improvement



Steel Curb Plate separating
from concrete curb @ Square

ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1994 (July 1, 1993 through June 30, 1994), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____

Poor X

Fair X

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The existing intersection and US 50 was overlayed by ODOT in 1989, however,
no improvements were made to the intersection at the Town Center. The current
traffic patterns have operational deficiencies creating safety problems. See
attached report from P.K. & G. for additional information.

- 2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1993) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

2 weeks months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired? Yes No N/A

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 6 weeks months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

The project will improve the safety at intersection by minimizing accident rates and eliminating pedestrian/traffic conflicts at the crosswalks. The current traffic controller is unable to handle all movements properly and

replacement parts are almost impossible to find. Curbs with steel plates on the faces of the existing curbs have separated from the curb to create safety hazards and will be replaced. The ramps and walks will be replaced to conform to ADA.

- 4) What type of funds are to be utilized for the local share for this project?

Federal _____	ODOT _____	Local <u> X </u>
MRF _____	ODNR _____	CD _____
Other _____		

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1992 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

 12 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban y

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

21,662 x 1.2= 25,994

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164? (This must be included with the application to be considered for funding.)

Yes y No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The intersection is on a state route (US 50) serving jurisdictions on
the east side of Hamilton County.

STATE ISSUE 2 PROGRAM - ROUND 6

LTIP PROGRAM - ROUND 5

FISCAL YEAR 1994 PROJECT SELECTION CRITERIA - JULY 1, 1993 TO JUNE 30, 1994

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE JULY 17, 1992

AMENDED BY THE DISTRICT 2 INTEGRATING COMMITTEE SEPTEMBER 18, 1992

JURISDICTION/AGENCY: MARLE MONT

NAME OF PROJECT: US 50

TOTAL POINTS FOR THIS PROJECT: _____

NO.
POINTS

- 10 1) If Issue 2/LTIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)
- 10 Points - Will be under contract by end of 1993
 - 5 Points - Will be under contract by March 30, 1994
 - 0 Points - Will not be under contract by March 30, 1994
- 0 2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.
- 20 Points - Poor Condition
 - 16 Points -
 - 12 Points - Fair to Poor Condition
 - 8 Points -
 - 4 Points - Fair Condition

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

- 2 3) If the project is built, what will be its effect on the facility's serviceability?

10 Points - Significant effect (e.g., widen to and add lanes along entire project)
8 Points - Moderate to significant effect
6 Points - Moderate effect (e.g., widen exist. lanes)
4 Points - Moderate to little effect
2 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

- 6X 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors
8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
4 Points - Minimal importance, with noticeable impact on 1 factor
2 Points - No measurable impact

- 2 5) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

- 1 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

- 0 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete or significant ban
3 Points - Partial or moderate ban
0 Points - No ban of any kind

- 5 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 10,000 or more
4 Points - 7,500 to 9,999
3 Points - 5,000 to 7,499
2 Points - 2,500 to 4,999
1 Point - 2,499 and under

- 3 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

- 1 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above
1 Point - One of the above
0 Points - None of the above

**ADDENDUM TO THE RATING SYSTEM
DEFINITIONS**

CRITERION 2 - CONDITION

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

CRITERION 5 - ECONOMIC HEALTH

The following factors are used to determine economic health:

- 1) Median per capita income
- 2) Per capita assessed valuation of the total community real estate and personal property
- 3) Poverty indicators
- 4) Effective tax rates
- 5) Total corporate debt as a percentage of assessed valuation
- 6) Municipal revenues and expenditures per capita

CRITERION 9 - REGIONAL IMPACT

Major impact - Primary water or sewer main serving an entire system

Moderate impact - Waterline or storm sewer serving only part of a system

Minimal impact - Individual waterline or storm sewer not part of a system